

**Maryland Historical Trust**

Maryland Inventory of Historic Properties Number: CA-II-A-367

Name: Old Selbyport Rd over Bear Creek

**The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.**

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>  X  </u>	Eligibility Not Recommended <u>      </u>
Criteria: <u>  A  </u> <u>  B  </u> <u>  C  </u> <u>  D  </u> Considerations: <u>  A  </u> <u>  B  </u> <u>  C  </u> <u>  D  </u> <u>  E  </u> <u>  F  </u> <u>  G  </u> <u>None</u>	
Comments: _____ _____ _____	
Reviewer, OPS: <u>  Anne E. Bruder  </u>	Date: <u>  3 April 2001  </u>
Reviewer, NR Program: <u>  Peter E. Kurtze  </u>	Date: <u>  3 April 2001  </u>

Maryland Inventory of Historic Properties  
Historic Bridge Inventory  
Maryland State Highway Administration  
Maryland Historical Trust

MHT Number G-II-A-367

SHA Bridge No. G-077 Name: Old Selbysport Road over Bear Creek

**Location:**

Street/Road Name and Number: Old Selbysport Road (Cemetery Road)

City/Town: Friendsville Vicinity \_\_\_\_\_

County: Garrett

Ownership: \_\_State X County \_\_Municipal \_\_Other

This bridge projects over: \_\_Road \_\_Railway X Water \_\_Land

Is the bridge located within a designated district: X yes \_\_no

X NR listed district \_\_NR determined eligible district

locally designated \_\_other

Name of District Friendsville Historic District

**Bridge Type:**

Timber Bridge

Beam Bridge \_\_Truss-Covered \_\_Trestle

Timber-and-Concrete

Stone Arch

Metal Truss

Movable Bridge

Swing \_\_Bascule Single Leaf \_\_Bascule Multiple Leaf

Vertical Lift \_\_Retractable \_\_Pontoon

Metal Girder

Rolled Girder \_\_Rolled Girder Concrete Encased

Plate Girder \_\_Plate Girder Concrete Encased

Metal Suspension

Metal Arch

Metal Cantilever

X Concrete

X Concrete Arch \_\_Concrete Slab \_\_Concrete Beam \_\_Rigid Frame

Other Type Name \_\_\_\_\_

**Describe Setting:**

Bridge G-077 carries Old Selbysport Road (Cemetery Road) over Bear Creek in Garrett County. Old Selbysport Road runs west-east over northern flowing Bear Creek. The bridge is in a small residential neighborhood. The homes range in age from 1920s I-Houses to 1980s brick ranch homes.

**Describe Superstructure and Substructure:**

Bridge G-077 is a single span closed concrete arch bridge. The length of the bridge is 64 feet 10 inches and it has a clear span of 61 feet 6 inches. The crown is approximately 1 foot 6 inches. The spandrel walls are approximately 5 feet high and 6 feet wide. There is a clear roadway width of 12 feet 7 inches, with an overall width of 15 feet 3 inches. The spandrel walls and the arch ring have moderate scaling. The walls on both the upstream and downstream sides of the bridge are made of concrete. Each wingwall is of varying length and width. The wingwalls are approximately 6 feet by 2 feet. According to a 1995 inspection report, the bridge is in fair condition with a sufficiency rating of 22.0.

Only 1 of the parapets is original. The builders used a solid reinforced concrete panel that consists of vertical posts securely fastened by dowels to the structure, horizontal rails, and solid panels that fill the space between the posts and railings. The panels are precast, and the posts and rails were built in place. However, this structure does not have posts separating its paneled sections. The single remaining concrete parapet on Bridge G-077 is a single panel across the length of the bridge. The parapet is approximately 64 feet across and 3 feet high. The parapets have 10 incised panels. The incision is approximately 1 foot by 4 feet with 1 foot separating each panel. The parapet is in poor condition. It exhibits heavy scaling and reinforcement bar exposure. At the apex of the arch, the panel has been repaired with pneumatically applied gunite. Gunite was also added to the southeastern end of the wingwall.

The western parapet is cut stone. The stones are three feet by 1 foot by 1 foot. The wall is in very poor condition. The mortar joints have fine cracks, and in some cases have completely fallen out. The wall has sections that have been repaired by using pneumatically applied mortar.

**Discuss Major Alterations:**

At an unknown date county engineers replaced the western concrete parapet with a stone wall. In addition, gunite repairs have been made to the spandrel walls and arch ring.

**When Built:** 1920

**Why Built:** Expansion of Garrett County infrastructure. Replacement of an earlier structure.

**Who Built:** Garrett County Commissioners

**Who Designed:** Unknown

**Why Altered:** Unknown.

**Was this bridge built as part of an organized bridge building campaign?** Yes, this bridge was built as part of the State Roads Commission's "Lateral and Post Roads Loan of 1920."

**Surveyor Analysis:**

**This bridge may have NR significance for association with:**

- ☐ A Events      ☐ Person  
☐ C Engineering/Architectural

This bridge was determined not eligible by the Interagency Review Committee in February 1996.

**Was this bridge constructed in response to significant events in Maryland or local history?**

Yes, this bridge was built as part of the State Roads Commission's "Lateral and Post Roads Loan of 1920." In 1920 the state received an appropriation of \$3,000,000. The money allowed for the construction of rural post roads, lateral roads and the extension of the State Roads System with the assistance of funds from the US Government and several counties in the state. The state and counties received funding for lateral road improvements. Garrett County was included in these funds.

**Is the bridge located in an area that may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?**

Yes, this bridge is located in the Friendsville Historic District. Though the bridge is a non-contributing element, it does not detract from the historic and visual character of the district

**Is the bridge a significant example of its type?**

No, this bridge is not a significant example of its type. The bridge's present condition and its loss of a parapet have diminished its value as an arch bridge.

**Does the bridge retain integrity of the important elements described in the Context Addendum?**

This bridge does not retain the integrity of its parapets. But it does retain its spandrel walls, abutments, and wingwalls.

**Should this bridge be given further study before significance analysis is made and why?**

No, this bridge should not be given further study.

**Bibliography:**

Garrett County Commissioners Files

Garrett County Department of Highways

**Surveyor:**

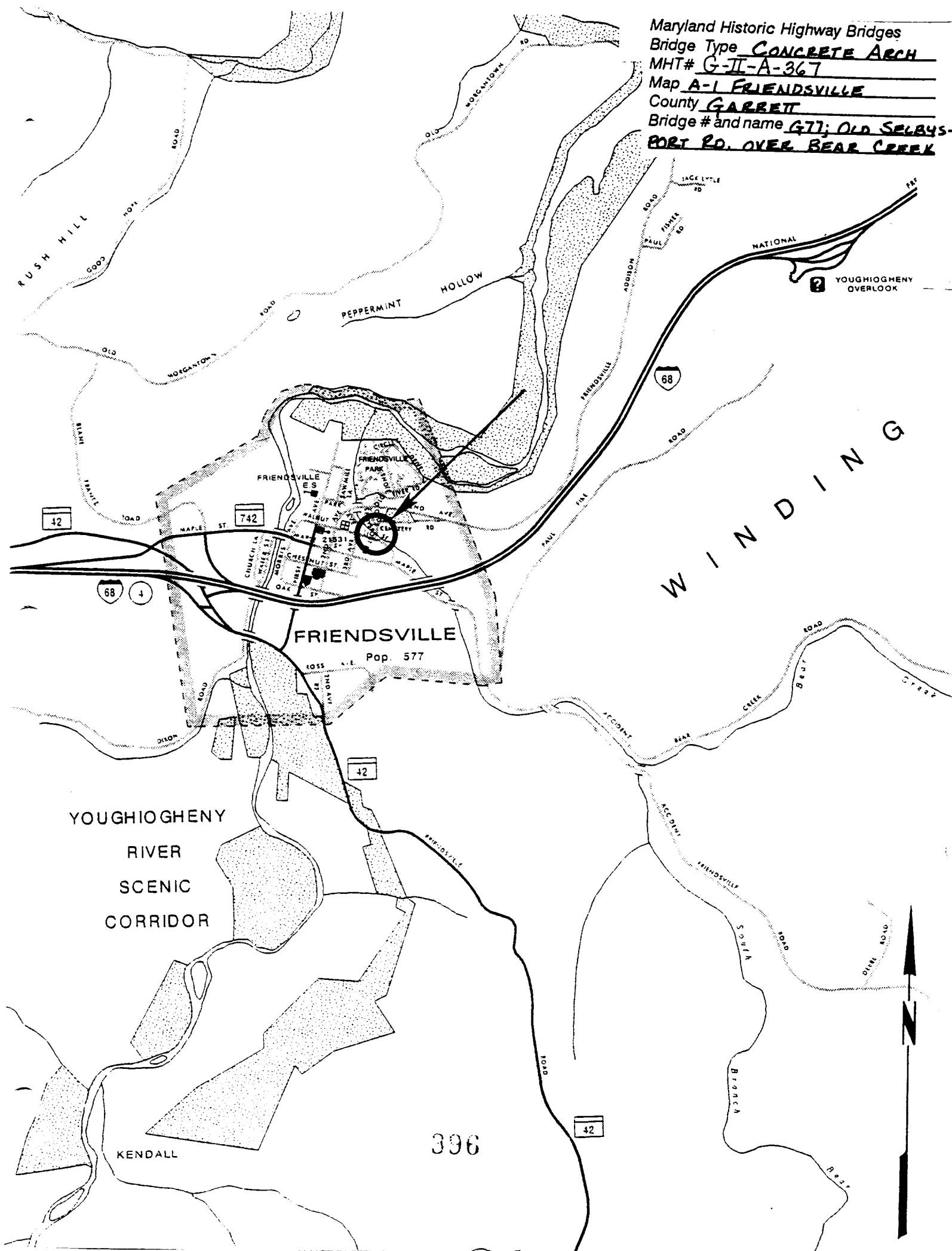
**Name:** Stacie Y. Webb **Date:** September 1995

**Organization:** State Highway Admin. **Telephone:** (410) 545-8559

**Address:** 707 N. Calvert Street Baltimore Maryland

Edited by P.A.C. Spero & Company, December 1997

Maryland Historic Highway Bridges  
Bridge Type CONCRETE ARCH  
MHT# G-II-A-367  
Map A-1 FRIENDSVILLE  
County GARRETT  
Bridge # and name G77; Old Selbys-  
PORT RD. OVER BEAR CREEK





PR# 2061110  
OVER BEAR CREEK  
GARRETT CO. MD  
Charles Ziegler  
11/6/95  
SHA

G-II-A-367

SOUTHWEST APPROACH

1674



MAX GR W  
5 TONS  
MAX LENGT  
32 FT



BR# 206770

G-II-A-367

OVER BEAR CREEK

GARRETT CO. MD.

Charles Ziegler

11/26/95

SHA

NORTHEAST APPROACH

2 of 4



G-II-A-367

GARRETT Co. Md

Charles Zeigler

26195

5 + 7 =

NORTHWEST ELEVATION (DOWNSTREAM)

3014



BRA 2057110

G-II-A-367

DEER CREEK

GARRETT CO. IND

Charles Ziegler

1/26/95

SHA

SOUTHEAST ELEVATION (UPSTREAM)

4 of 4